

11-14-12

ORDINANCE NO. 28838

An ordinance amending the zoning ordinances of the City of Dallas by permitting the following property, which is presently zoned as a CR Community Retail District:

BEING Lot 6 in City Block G/6045; fronting approximately 119 feet on the north side of Camp Wisdom Road; and containing approximately 6.12 acres,

to be used under Specific Use Permit No. 1995 for an open-enrollment charter school; providing that this specific use permit shall be granted subject to certain conditions; providing a penalty not to exceed \$2,000; providing a saving clause; providing a severability clause; and providing an effective date.

WHEREAS, the city plan commission and the city council, in accordance with the Charter of the City of Dallas, the state law, and the ordinances of the City of Dallas, have given the required notices and have held the required public hearings regarding this specific use permit; and

WHEREAS, the city council finds that this use will complement or be compatible with the surrounding uses and community facilities; contribute to, enhance, or promote the welfare of the area of request and adjacent properties; not be detrimental to the public health, safety, or general welfare; and conform in all other respects to all applicable zoning regulations and standards; and

WHEREAS, the city council finds that it is in the public interest to grant this specific use permit, subject to certain conditions; Now, Therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the zoning ordinances of the City of Dallas are amended to allow the following property ("the Property"), which is presently zoned as a CR Community Retail District, to be used under Specific Use Permit No. 1995 for an open-enrollment charter school:

BEING Lot 6 in City Block G/6045; fronting approximately 119 feet on the north side of Camp Wisdom Road; and containing approximately 6.12 acres.

SECTION 2. That this specific use permit is granted on the following conditions:

1. USE: The only use authorized by this specific use permit is an open-enrollment charter school.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit expires on November 14, 2032, but is eligible for automatic renewal for additional ten-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)
4. CLASROOMS: The maximum number of classrooms is 45.
5. HOURS OF OPERATION: The open-enrollment charter school may only operate between 7:00 a.m. and 6:00 p.m., Monday through Friday.
6. INGRESS-EGRESS: Ingress and egress must be provided in the locations shown on the attached site plan. No other ingress or egress is permitted.
7. OFF-STREET PARKING: Off-street parking must be located as shown on the attached site plan.
8. TRAFFIC MANAGEMENT PLAN:
 - (a) In general. The operation of the open-enrollment charter school must comply with the attached traffic management plan.

- (b) Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.
- (c) Traffic study.
 - (1) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by March 1, 2014. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by March 1 of each even-numbered year.
 - (2) The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:
 - A. ingress and egress points;
 - B. queue lengths;
 - C. number and location of personnel assisting with loading and unloading of students;
 - D. drop-off and pick-up locations;
 - E. drop-off and pick-up hours for each grade level;
 - F. hours for each grade level; and
 - G. circulation.
 - (3) Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.
 - A. If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.
 - B. If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify the city plan commission.

(d) Amendment process.

- (1) A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.
 - (2) The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.
9. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.
10. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.

SECTION 3. That all paved areas, permanent drives, streets, and drainage structures, if any, on the Property must be constructed in accordance with standard City of Dallas specifications, and completed to the satisfaction of the director of public works and transportation.

SECTION 4. That the building official shall not issue a building permit or a certificate of occupancy for a use authorized by this specific use permit on the Property until there has been full compliance with this ordinance, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the City of Dallas.

SECTION 5. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.

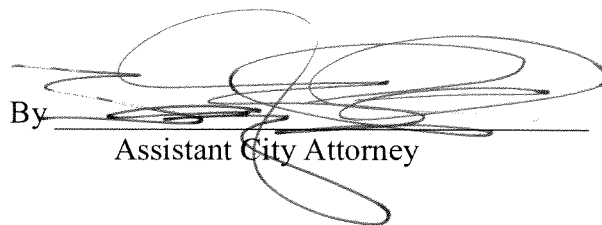
SECTION 6. That the zoning ordinances of the City of Dallas, as amended, shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 7. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

SECTION 8. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

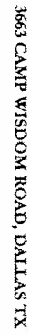
THOMAS P. PERKINS, JR., City Attorney

By 
Assistant City Attorney

NOV 14 2012

Passed _____

VICINITY MAP



28838

DEL REY DRIVE

EXISTING BUILDING TO BE RELOCATED 76,720 SF.

PROPOSED PLAY AREA WITH EQUIPMENT

PROPOSED PLAY AREA WITH EQUIPMENT

SCALE: 1" = 50'

0 50 100



SCALE: 1" = 40' - 0"

Approved
City Plan Commission
September 20, 2012

Traffic Management Plan and Queuing Analysis
Proposed School Z___ - ___
3663 Camp Wisdom Road, Dallas, TX
July 30, 2012

Introduction:

The proposed public charter school campus is an adaptive reuse of an unused department store located in a commercial center on the northeast corner of Camp Wisdom Road and Westmoreland Road. The school operation is an expansion of an existing public charter school already in operation in the Dallas area.

The school will start with approximately 120 students for the 2013-2014 school year, and may ultimately grow to up to 1,000 students within 5-8 years. The school will start with approximately 13 staff members which will grow to approximately 80 when the student numbers reach 1,000. The building has a total of 44 classrooms. The following table shows the approximate distribution of classrooms, actual student distribution will vary by year:

Grade	Classrooms	Drop-Off Time	Dismissal Time
Kindergarten	6	7:00-7:30 AM	4:30-5:00 PM
1 st Grade	6	7:00-7:30 AM	4:30-5:00 PM
2 nd Grade	6	7:00-7:30 AM	4:30-5:00 PM
3 rd Grade	5	7:00-7:30 AM	4:30-5:00 PM
4 th Grade	5	7:00-7:30 AM	4:30-5:00 PM
5 th Grade	4	7:00-7:30 AM	4:30-5:00 PM
6 th Grade	4	7:00-7:30 AM	4:30-5:00 PM
7 th Grade	4	7:00-7:30 AM	4:30-5:00 PM
8 th Grade	5	7:00-7:30 AM	4:30-5:00 PM
Total	45		

Morning drop-off is from 7:00-7:30 AM for all students, with school starting at 7:30 AM. Afternoon pick-up is between 4:30 and 5:00 PM. The drop-off time can be modified to match the school operations. When the student population using the pick-up loading areas grows beyond a certain point, separate dismissals will be required. The pick-up time periods can be modified as long as pick-ups are divided into groups that are separated by at least 15 minutes.

Public charter schools can achieve bus usage of around 50%. While a similar percentage is likely at this campus, a bus usage of 30% is assumed for this campus in order to ensure a conservative analysis of the queuing demand. The TMP is expandable to handle all 1,000 students in the unlikely event that buses are not used.

Proposed TMP Operation:

The proposed TMP has three loading areas which will operate the same in both the drop-off and pick-up time periods.

The North Loading Area is entered from Westmoreland Road at an existing median opening. The vehicle path passes behind the shopping center to a loading area on the north side of the school building, using the existing access easements. Once onto the school's property, vehicles will queue until reaching the loading area, where staff members will assist with loading and unloading. The queue can be double-stacked if necessary. Once loaded or unloaded, the vehicles exit to southbound Del Rey Drive, which leads to Camp Wisdom Road. The North Loading Area has approximately 920' (46 vehicles) of queuing distance available.

The South Loading Area is entered from westbound Camp Wisdom Road at an existing right-in/right-out driveway. The vehicle path proceeds towards the school building, then turns west to a loading area on the south side of the school building. Due to the width of the angled parking aisles, the queue cannot be easily double stacked. To increase queue distance on the property, when necessary the inbound vehicle path is directed by a staff member to use additional northbound parking aisles before rejoining the main queue as it reaches the loading area. Once loaded or unloaded, the vehicles exit through the parking lot to Camp Wisdom Road, using the driveway and median opening between Westmoreland Road and Del Rey Drive. The South Loading Area has approximately 1,120' (56 vehicles) of queuing distance available.

The East Bus Loading Area is accessed from Del Rey Drive. The buses circulate through the parking lot east of the building, loading from an area adjacent to the building. Space is available for temporary bus stacking if necessary, but no buses will be stored on the site overnight. The bus circulation area is completely separated from the parent vehicle circulation areas, although the buses exit along Del Rey Drive which overlaps with the exit from the North Loading Area. The East Bus Loading Area can accommodate two buses loading or unloading at the same time, and up to seven buses can be queued in the loop circulation path, with more stacked in the center of the loop when needed.

At all locations loading is performed on the passenger side, and no students have to cross vehicle paths. For the afternoon pick-up time period, arriving vehicles will display a sticker or placard indicating which student(s) they are picking up. The traffic administrator posted in advance of the loading stations looks for this information and calls ahead to the loading station so that the appropriate students are waiting at the correct loading station when the vehicle arrives. When the vehicles have come to a stop at the loading station, the students are loaded into the vehicles with the assistance of the staff member at each loading station.

The school will use multiple pick-up groups depending on the number of students. When the student population using a loading area grows above 200, the students will be split into two groups with dismissals separated by at least 15 minutes. With the North and South Loading Areas active and balanced in numbers, the school can accommodate up to 400 students with a single dismissal time, and 800 students with two dismissal times. Since busing is expected to transport at least 30% of the student population, two dismissal times are all that should be required for the school. Even if there is no busing from the school, the full 1,000 students can be accommodated with two dismissal times at one loading area and three at the other.

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Queuing Analysis:

Based on observations of queuing at other public charter schools in the DFW area, KHA uses a design standard for projecting queue demands at similar sites. The expected maximum queue in vehicles is equal to 20% of the largest number of students dismissed at one time. Students using buses or walking/biking are deducted from the student number since they do not attract personal vehicles to the campus. This method accounts for the differences in how schools divide up the pick-up time period, as some dismiss all students in one group and therefore have higher vehicle demands in a short time period, while some spread out the dismissals over two or more groups. The projected queue formula can be stated as:

$$(\text{Students dismissed in time period} - \text{Students using other modes}) * 0.20 = \text{Number of vehicle in queue}$$

By design of the TMP, for each loading area the largest number of students dismissed at one time is 200, with no further deductions for busing. Therefore, the projected maximum queue length is:

$$(200 \text{ students dismissed} - 0 \text{ Students using buses}) * 0.20 = 40 \text{ vehicles in queue}$$

The projected queue of 40 vehicles translates to 800' of queuing distance. This distance is well in excess of the recommended values for equivalent Texas schools found in the Texas Transportation Institute (TTI) research report 0-4286 *Operations and Safety Around Schools* published in January 2004. The more conservative (longer queues) KHA method reflects the nature of charter schools which draw from a large area and tend to have fewer students arriving as pedestrians or by bicycle than traditional public schools.

The projected maximum queue demand of 800' can easily be accommodated within the queue distances available in both the North and South Loading Areas. The North Loading Area has 920' of distance available in the TMP, which is approximately 120' of queuing distance available in excess of the demand.

Projected Queue Demand:	800'	40 Vehicles
Available Queuing Distance:	920'	46 Vehicles
Surplus (Deficiency):	120'	6 Vehicles

The South Loading Area has 1,120' of distance available in the TMP, which is approximately 320' of queuing distance available in excess of the demand.

Projected Queue Demand:	800'	40 Vehicles
Available Queuing Distance:	1,120'	56 Vehicles
Surplus (Deficiency):	320'	16 Vehicles

Parking:

The 3663 Camp Wisdom school property contains in excess of 200 parking spaces. The school use, with 32 elementary classrooms at 1.5 spaces each and 13 middle school classroom at 3.5 spaces each, requires only 94 parking spaces per Dallas City Code §51A-4.202(17)(C).

Summary:

This TMP and the attached TMP plain define the drop-off and pick-up procedures for the public charter school at 3663 Camp Wisdom Road with a maximum of 1,000 students. The TMP vehicle routes provide an available queue distance within the site that is greater than the projected maximum expected queue for the school's operations. The school traffic will never be allowed to queue vehicles in the ROW of any City street or alley, nor will the traffic on any City street be stopped or diverted. The property owner/school administrator is responsible for the administration of the TMP and minimizing the impact of the vehicle queue on the City streets. Only uniformed police officers should be allowed to direct and control traffic operating within the public right-of-way.

Based on the vehicle queuing analysis conducted and the resulting Traffic Management Plan, I, Scot A. Johnson, P.E. #92615, certify that the results indicate that no queuing of vehicles dropping off or picking up students at 3663 Camp Wisdom Road will extend onto City of Dallas rights-of-way as a result of internal queuing constraints.

In order to ensure that all queuing of vehicles is completely accommodated on school property, the school administrative officials should implement the proposed Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

Prepared by:

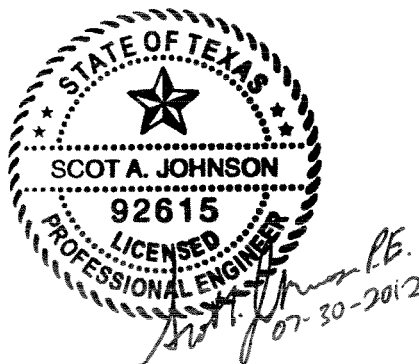
Kimley-Horn and Associates, Inc.

Scot A. Johnson, P.E., PTOE

12750 Merit Drive, Suite 1000

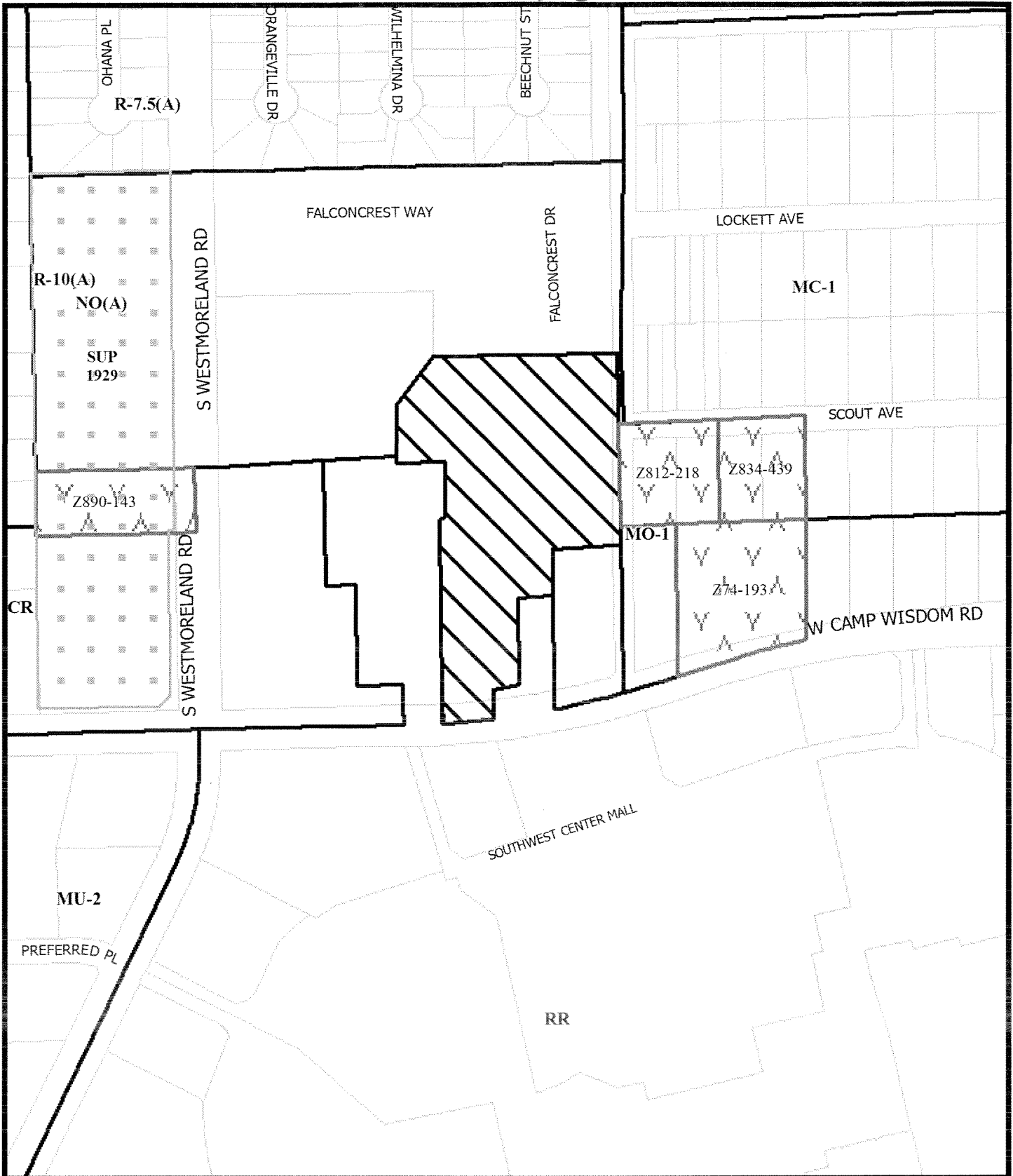
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ZONING AND LAND USE

Case no: Z112-292

Date: 10/22/2012